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ernment recalled its governor M. de Charvein and sent out as his successor M. de Lamothe, who had been governor of Senegal, with instructions to settle the trouble peaceably. The indications are that he has been unable or unwilling to do this and the French forces have again landed close to where the fighting took place last spring.

Fighting continues between the Spanish forces and the Cuban insurrectionists. The eastern uncultivated and mountainous district is in the hands of the insurrectionists. The western part of the island, which is better cultivated, containing most of the cities and controlling such railroad communication as has not been destroyed by the insurgents, remains in the possession of the government forces. Sympathy for the cause of the revolutionists is strong in this country. We have a weakness for people who are fighting for their liberty. Complaint has been made by Spanish ministers that we do not understand the situation, that the revolutionists are neither statesmen nor citizens of good repute. It is hardly to be expected under the circumstances that they should number among them great generals or statesmen of experience. Spain is making a determined effort to retain her province and recently negotiated for a loan of twenty thousand dollars to carry on the war.

Private letters received in London from the Congo Free States say that affairs there verge on a condition of anarchy. It is reported two Englishmen travelling through the States have been murdered and the Belgian troops have been attacked on several occasions and put to rout by the natives. It is further stated that Captain Hansen and his escort numbering sixty people have been massacred.

Fetes celebrating the twenty-fifth anniversary of the entry of the Italian army into Rome were held in that city and other cities where Italians find homes (including Boston) from the 14th to the 20th of September. The ceremonies in Rome culminated in the unveiling of a statue of General Garibaldi. Premier Crispi delivered an oration which sufficiently praised Garibaldi and gave offence to neither France nor the Pope.

The French troops during their recent maneuvring in the department of the Vosges were joined by the Russian General Damiroff and Prince Lobanoff, the Russian Minister of Foreign Affairs. This fact was taken as evidence that the Czar wishes it to be well known that there is an alliance between Russia and France. There were cries of "Vive la Russie!" from the French soldiers. President Faure made a speech in which he said, "I rejoice to see around me such distinguished friends of France. France is pacific and confident in her strength and will entrust her destiny with assurance to her sons." President Faure also proposed a toast to the Czar and the imperial family of Russia.

We learn from the daily papers that our good president Hon. Robert Treat Paine has recently had the following interesting experience:

Being at Windemere at the time when Mr. Gladstone was to make his recent great speech at Chester on the Armenian question, Mr. Paine desired to attend.

He accordingly wrote the honorary secretary asking that he be allowed to attend the meeting. Mr. Peers replied that he might hope to be admitted.

The day came, and our good friend was received with marks of respect on his arrival at the town hall, but was told that he would be given a seat with the reporters.

With the unfailing courtesy which characterizes him, Mr. Paine expressed himself as most grateful and took his seat immediately under the platform with the reporters.

When the principal speakers and dignitaries had assembled in the ante-room it was found that one of the addresses was not forthcoming. Then Mr. Peers bethought himself that Americans made good speechmakers, and beside no doubt this one had impressed him favorably. He told Mr. Gladstone and others of his quondam reporter and was asked to bring him forward for their inspection. He came, he was seen, he conquered, for not only did he make a speech, occupying a place on the platform, but he took tea with the best of them at Eaton Hall, and lunched with Mr. Gladstone next day at Hawarden Castle. This incident is rather amusing as Mr. Paine is as good a representative as our country can send of what our Grand Dukes would be if we called them by that name, and we wonder if they really meant to seat one such at the reporters' table.

MODERN FEATS IN RAILROADING.

The development of high speed in railroading in recent years is without question one of the most interesting and remarkable, as it is one of the most useful, accomplishments of the age. It is no less marvellous because it has taken place with sufficient gradualness to prevent it from having the startling effect of some sudden and wholly unlooked-for phenomenon.

A generation ago, as those now in middle life well remember, the best trains on the best roads rarely made more than thirty miles an hour, and it was then thought that a regular speed much greater than this could never be reached, because of the danger of derailment and that arising from the imperfections of the materials of which the engines and the other parts of the trains were constructed. From the recent accomplishments, it would seem that there never was, even with the old-time locomotives and tracks, as much danger from rapid running as was supposed, and that untrained nerves and clumsy methods of manipulation were quite as much the causes of anxiety as the likelihood of accidents happening from imperfection in the machinery and the construction of the roads. It is too late now, however, ever to try the experiment of what might be done under the old conditions. After having experienced the comforts of modern rapid transit, with its comparative safety, few people are so out of sympathy with the age as to wish themselves back to the time when passengers on an express train could count all the corners of a rail-fence and still have time to spare as the train hobbled along, bouncing and wriggling, in a most provoking way.

Many causes have coöperated in bringing about the present high rates of speed. To begin at the bottom, not the least important has been the transformation in the quality of the road itself, including in this term the perfecting of the rails, the better method of laying them and preparing the bed for them, the improvement in the construction of bridges, the gradual banishment of grade crossings, and the doubling and quadrupling of the tracks. The improvements in telegraphy and in the methods of train-dispatching and signalling have likewise done their full share in the evolution of high-speed possibilities. Something has been contributed also by the better-made car-wheels, better methods of lubricating, of coupling, of handling brakes, and by the improvement of springs making the coaches less likely to bounce up and down and thus fly the track. The enumeration of these factors shows what a complex and intricate thing a modern railroad is, and thus makes all the more wonderful the apparently simple fact of running a fairly heavy train for seven consecutive hours at a speed of over sixty-four miles an hour.

But whatever contributions these minor factors may have made, the chief ground of the remarkable attainment in speed is to be found in the perfection of the modern engine and the character of the man who runs it. There is almost as wide a difference between the big, complex, perfect, flying locomotive of our day and the crude little "fire-horse" which Stephenson first constructed and ran along side of to poke up the fire, as there is between any imaginable Darwinian anthropoid ape and the most highly developed specimen of modern man. One might grow sentimental, if it were worth while, at the thought of this fine product of human intelligence and skill being forced in time to disappear, in the "struggle for existence," before the coming electric motor. It is probably so written in the book of the fates, and it would be altogether useless to weep over the matter.

The man who runs the best modern locomotive is quite as much of a development in his way as the locomotive itself. He, too, is the product of all the forces which have operated in the evolution of the railway. He has grown up with the engine. As its parts have been perfected and its speed increased, his intelligence and skill have grown finer, his nerve steadier and bolder, his courage cooler and more enduring. There is something indescribably admirable in the fine enthusiasm with which he puts his whole personality into the work of his engine, forcing steam and machinery to accomplish nearly anything. His hand, his eye, his brain have the swiftness of the wind in them, and his whole life for the time being is summed up in the purpose to make his engine fly and fly safely. To the engineers of this class belongs much of the credit for the great speed attained with a few trains in this country and Great Britain.

Some of the details of these recent attainments in speed are very interesting. In August, 1888, the Scotch Express on the London and Northwestern Railway was run from London to Edinburgh, 400 miles, in 433 minutes, an average of 55.4 miles per hour, with a train weighing 180,000 pounds. Regular trains were then put on this road and the Great Northern, making the 400 miles in 8½ hours. In September, 1891, the New York Central ran a train weighing 260,000 pounds from New York to Buffalo, 436½ miles, in 425¾ minutes, or 439½ minutes including five stops. In October of the same year the New York Central started the now world-famous "Empire State Express," which has since been in service regularly as the fastest long-distance train in the world. During the World's Fair at Chicago in 1893 the New York Central and the Lake Shore roads ran the "Exposition Flyer" from New York to Chicago for 175 days, making the distance of 980 miles in 20 hours, including eight stops. On August 23, this year, the London and Northwestern made the run from London to Aberdeen, 540 miles, in 512 minutes, an average of 63¼ miles per hour. But no regular trains have been put on the English roads running at this high rate. The English trains making the experimental runs given above weighed 70, 105 and 120 tons respectively. The Empire State Express on the New York Central weighs 250 tons, and has a capacity for 218 passengers.

Now comes the New York Central to the front again and breaks the record by running a train, twice as heavy as the fastest English train, in the teeth of a strong gale and up grade, from New York to East Buffalo, 436½ miles in 6 hours, 57 minutes and 27 seconds. Between the towns of Crittendon and Looneyville this train attained a speed of a mile in 38 seconds. Three engines were used in making the trip. The second one hitched on is the greatest engine in the world and the man who handled the last one, Charles Hogan, doubtless the greatest engineer. The first engine averaged a mile in 56.85 seconds, the second in 57 and the third in 55.83. The train with which this run was made consisted of four heavy cars and weighed 358,310 pounds. The second of the engines employed was the famous prize locomotive built at Albany shops, weighing 204,000 pounds.

There were 11 passengers on board the train. One of them said that at some points on the road he looked out at the rear door and saw stones as large as a base ball whirled along through the air by the terrible suction of the flying train. Passing Looneyville, where it attained its greatest speed, the train is described as having looked like a "brown streak with dust trimmings." In running from Syracuse to Buffalo, 2 hours and 20 minutes, the engine consumed three tons of coal, and this was all shovelled by one man! From the point of comfort the passengers noticed no difference between this and ordinary trains, though it was running at nearly double the speed, and Mr. Hogan says that the sensation of speed in the cab was not materially different. He also declared, on being questioned about it, that the speed attained on this trial run could be made every day in the year and with the greatest safety.

We do not know what practical bearing this great feat in speed-making will have upon the regular train service of the near future, but it makes it not at all improbable that the best roads will soon be making regular trips at the rate of 60 miles an hour.

"Peace builds beautiful homes, affluent civilizations and a conquering commerce. War builds temples of disgrace and hells of horror."